

THE INTELLIGENCER ESTABLISHED 1860.

Published every morning except Monday by The Anderson Intelligencer at 149 West Whitner Street, Anderson, S. C.

SEMI-WEEKLY INTELLIGENCER Published Tuesdays and Fridays

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Entered as second-class matter April 28, 1914, at the post office at Anderson, South Carolina, under the Act of March 3, 1879.

ASSOCIATED PRESS DISPATCHES

Telephone221

SUBSCRIPTION RATES

Table with 2 columns: Rate (Daily, Semi-weekly) and Price (One Year, Six Months, Three Months, One Month, One Week)

The Intelligencer is delivered by carriers in the city. Look at the printed label on your paper. The date thereon shows when the subscription expires.

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Rates will be furnished on application. No advertising discontinued except on written order.

The Intelligencer will publish brief and rational letters on subjects of general interest when they are accompanied by the names and addresses of the authors and are not of a defamatory nature.

In order to avoid delays on account of personal absence, letters to The Intelligencer intended for publication should not be addressed to any individual connected with the paper, but simply to The Intelligencer.

SUNDAY, AUGUST 8, 1915.

WEATHER FORECAST

Generally fair Sunday and Monday; generally south winds.

Bull fighting is still going on in Spain and throwing of it in England.

If torpedoing fishing boats would win the war, there'd be no doubt of Germany's success.

Along the River Bug would be an appropriate place for hot worm to turn with the Russians.

The State of Georgia is to have a new wrinkle, a public defender. Necessity is the mother of invention.

It appears that the list of A. B. C. powers is being extended to include more of the Pan-American alphabet. That helps to spell peace for Mexico.

The State Federation of Labor will hold a meeting in Charleston next week, but the working people will remain at their jobs and pay the convention bills.

Anyway, there's nothing hypocritical about Bulgari. She frankly admits that she seeks only her own advantage and wishes to realize only her own ambitions.

This new flowered skirt cloth is intended for the ladies, but, of course if a man feels that he must have a pair of pants made of it, there's nothing to hinder him doing so.

Satanet, the fellow who climbed the hotel the other day, is professionally known as a "apple-jack." You are at liberty to add one "A" and two "S's" to the little "y" you choose.

The whole Japanese cabinet resigned because one of its members was accused of taking an election bribe. Maybe we've been doing the same injustice in our estimate of their political morals. Who'd have thought they'd ever mind a little thing like that?

It is highly gratifying to learn that the net increase of our foreign population in the last year has been less than 48,000, the smallest number of immigrants in any year since 1883.

The behavior of our foreign-born population since the war began has not been such as to make native Americans weary for any immediate increase of alien law material.

AFRAID OF THE PEOPLE.

The law is a curious animal. Now comes into court Lawyer Cole. L. Blease, one time governor of South Carolina and alleged defender of the rights of the dear people, and contends that the prohibition referendum act is unconstitutional because the general assembly gave the people the right to vote on it.

In their petition for an injunction against the election Mr. Blease and his associate counsel contend "that for the general assembly to, in the manner indicated in the act hereinabove mentioned, take the power and authority vested in them and transfer it to a vote of the people at large will be to place the making of laws in the hands of irresponsible parties and negro electors."

And so the white voters of South Carolina are dubbed "irresponsible parties." Can't trust the people, eh? Afraid of them? Well you may be, for prohibition is going to carry on September 14th by an overwhelming majority, and "irresponsible parties" are going to have a great big hand in it, too. As to the negro vote, it amounts to nothing, and the prohibitionists want him to keep out of the election.

Citizens of Greenville and Richland counties have gone to the supreme court and asked that their respective county bond bills be declared unconstitutional because the people were not given the right to vote on the issue. These people, in our judgment, are insisting on a right that belongs to them. The bonds ought not to have been fastened on them without their consent expressed at the polls.

Citizens of Greenville and Richland say that their county bond acts are unconstitutional because there was no popular referendum. Lawyer Blease says the prohibition act is unconstitutional because there is a popular referendum.

It is a poor rule that won't work both ways. Take your choice. The law is a very, very curious sort of animal. It can be made to catch 'em 'gwine an' comin'."

LET THE PEOPLE RULE.

The efforts of the friends of whiskey to secure and injunction against the prohibition referendum election to be held on September 14th will greatly help the cause they are fighting. If we mistake not the temper of the people of South Carolina.

In 1892 the liquor question was submitted to a vote in the Democratic primary to determine the sentiment of the people. The party referendum then was agreed to in good faith by the white voters of the State, who by their ballots expressed an emphatic desire for the enactment of a general prohibition law. The wishes of the people as voiced at the ballot were summarily rejected by the party leaders then in power, and instead of the wholesome bread the majority of the voters demanded they were given by the general assembly, under the lash and whip of powerful leaders, the slimy stone of dispensary regulation. The graft, corruption and general rotteness bred by the old dispensary system soon sent their reeking smell to high heaven, and the people—the good, law-abiding, law-loving men and women of South Carolina—are yet sick and sore over the shame of it.

Will the enemies of prohibition be allowed to deceive the people again? Will litigious grounds of objection to the constitutionality of the act, as raised by the two lawyers seeking to overthrow the election, be considered seriously by the supreme court? We have more respect for the court than to think it will obstruct righteous legislation by giving a favorable decision to a trivial and inconsequential issue of law.

The referendum act was passed by the general assembly because the lawmakers felt that the best and fairest way to settle the whiskey issue was by submitting it to a vote of the people. In this they were right. The people are the court of last resort, and it is ridiculous to argue that the general assembly had no right to delegate its power and authority to the people.

Who elected the general assembly? Whose business is it to rule—the people's or a small coterie of "patriotic" citizens hired to fight the battles of the whiskey trust?

This effort to prevent a vote on prohibition, its absurdity and silliness, is on a par with the frantic argument of the whiskey people that prohibition does not prohibit.

Some people think the dollar mark is necessary in order for one to be a man of mark.

OUR GRIEVANCE AGAINST ENGLAND.

Germany is reported to be delaying her reply to the last American note until she sees whether we are going to treat Great Britain with "equal severity."

To this it may logically be objected that there is no occasion for equal severity toward Great Britain, because that power has not been guilty of equal crimes. The offenses committed by the British admiralty, grievous as they have been, are of

the "justifiable" sort, susceptible of settlement in court. As the Springfield (Mass.) Republican says:

"Arbitration, which Britain proposes, is a suitable means for adjusting commercial differences and assessing damages; a course which destroys human lives is not a matter for arbitration so long as it is adhered to. Life is not a matter of compromise."

The tone of our representations to Great Britain is necessarily softened a little by the fact that she has not destroyed the lives of neutrals or non-combatants, and that she has courteously offered to pay for whatever injuries her policy imposes on our citizens. That, however, does not obscure the fact that her policy is illegal, and that for our own interests and the welfare of the civilized world it is incumbent on us to try to make England obey the civil law of nations as we are trying to make Germany obey the criminal law. It does not obscure the fact, either, that in the application of her policy, even if its legality were granted, England imposes on our exporters and ship owners many needless vexations and expenses.

Concerning the fundamental right of England to blockade Germany, there can be, to the American mind, no question. We are forever stopped from protesting against such a measure because we invented the national blockade—never in history has there been so complete an embargo placed on the commerce of a country as the United States imposed on the Confederacy in the civil war. That blockade is now England's model, and on it she bases her plea of justification now.

The last British note, however, overlooks important differences. The two fundamental requirements of a blockade are that it shall be effective and that it shall apply impartially to all nations. The British blockade is not effective, because it is not operative against Germany's ports on the Baltic sea. It is not impartial, because while it bars commercial traffic between Germany and America it does not bar German traffic with Holland and Scandinavia.

It is objectionable, however, because it includes a blockade of Germany's neutral neighbors, preventing our legitimate trade with those nations.

The next note to Great Britain will set forth these facts vigorously; but pro-German partisans need not be surprised or shocked if it fails to address Britain in the same tenor as if she had sunk American ships and slaughtered American citizens.

THE LIMIT.

In the German Music halls they are said to be getting a lot of fun out of a marching song by Rudolph Kuhn entitled "The Destruction of the Lusitania." It tells how the ship sailed from New York with thousands on board, and "our submarine smelt a choice dish." A rousing chorus, and the thread of the narrative resumed as follows:

"The Lusitania sailed merrily along on her criminal course; but the sub-

marines were on the watch off Ireland's coast. She carried Americans, Englishmen, Frenchmen, Greeks, and Dutchmen to the dance of death." Then the rousing chorus again, followed by further pleasant details. An Amsterdam correspondent reports that the piece is very popular. In the light of that song, what hope is there of persuading Germany to yield to the dictates of humanity?

A LINE o' DOPE

J. W. Hicks, the weather man, was in the city yesterday and stated that this entire section would be visited by good rains about the middle of this coming week. Mr. Hicks also predicts heavy hail and wind storms.

Mr. Gen Watson stated last night that he was above Pendleton late yesterday afternoon and that section and on down toward Anderson as far as four miles above the city, was visited by a heavy rain. This section has been suffering much of late and was not fortunate enough to get many of the showers that fell this past week.

Louie Ledbetter and Chevis Cromer returned to Anderson Saturday morning at 3 o'clock after spending the past three weeks touring the north in an automobile. They report a perfectly splendid trip, and from what they say, a la auto is the way to travel these days.

They returned to the city with three of the same tires that they started with and the air in the front tires brought back with them was the same that they rolled away from Anderson on. These young men traveled a distance of from between 2,500 and 3,000 miles and the automobile tires suffered only four punctures, and a wrench was not touched on the entire trip.

Among the cities visited by them were: Washington, Atlantic City, New York, Albany, Buffalo, Rochester, Niagara Falls, Detroit, Toledo, Columbus, Cincinnati, Louisville, Mammoth Cave, Washington, Chattanooga and Atlanta. They left Chattanooga Friday morning and came to Anderson in one day, by way of Atlanta.

J. P. Noblitt, formerly with the Spot Cash grocery, stated yesterday that beginning September 1, he would be agent for the Buckeye Cotton Oil company. His territory will be in the city of Anderson and his many friends will be glad to know that he will continue to live here.

Mr. Herbert Speares returned to his home in Townville yesterday after spending several days in the city, being clerk in the office of J. B. Felton, superintendent of education.

Furman Smith, the seedsman, stated yesterday that turnip seed were going fast these days, which is a good sign. Mr. Smith says that ever since last summer the people of the county have been buying more garden seed than previously. This goes to show that they are trying to raise as many food products as possible at home.

The play "Topsy-Turvy," which was given by local talent at Eureka Friday night proved quite a success. The attendance was good and the sum of \$28.00 was raised. Last night the players went to Williamston where the play was presented.

Petition asking that the mill start up again are being circulated among the operatives at the Anderson Mill, these to be presented to the management at an early date. It seems that the first petition was started up by the women laborers.

The following, taken from the Chicago Evening Post, will be read with interest by the friends of Mr. Le Roy Campbell. The article in that paper is accompanied by pictures and pen sketches of Campbell which show up to good advantage.

This is the story of a boy who, under modern conditions, has lived the life of the hero of the old college romance. He is Le Roy Campbell of the University of Chicago. He worked to help support his family, earned his way to college at the same time, worked his way through the institution, became honor man of his class, won a medal for efficiency in athletics and study, was voted the most popular fellow in a great modern university, was a fraternity man and dancing man and emerges ready to take up the practice of law.

Before hanging out his shingle Campbell wants one more triumph. He wants to win the national A. U. championship in the 880-yard run

A BOON FOR BOYS

And an added economy event for all mothers and fathers who buy for boys.

Beginning Monday, we offer our entire stock of boys' knee pants, consisting of all weight serges, worsteds, chevots and tweeds in ages from 4 to 18, at these reductions:

Table with 2 columns: Item (Boys' Knee Pants) and Price (50c, 75c, \$1.00, \$1.50, \$1.75, \$2.00, \$2.50)

This is a most excellent opportunity to get him an extra pair trousers to match his suit—it's economy too.

Here Are the Suit Reductions

Table with 2 columns: Item (Suits) and Price (\$3.50, \$4.50, \$5.00, \$6.50, \$7.50, \$9, \$10.00, \$12.50)

By Parcel Post Prepaid.

Bolcrant Co SPOT CASH CLOTHIERS

"The Store with a Conscience"



and will compete in the big meet at the exposition in San Francisco August 7.

Campbell's father was a member of a prominent southern family impoverished by the civil war. The father was crippled, and Roy, at the age of 8, began to help support the family. He worked night and day, selling toilet articles, picking cotton at 30 cents a day, working in a mill at 40 cents a day, cutting wood for neighbors and doing other odd jobs. In the meantime he studied, for he could not go to school. Finally he entered school and passed through eleven grades in three years.

When he attempted to enter Chicago University he was advised to attend University High School, Chicago, first. He arrived in Chicago with \$10, got a job as waiter for board and room went to high school in the daytime and worked as night clerk at a hotel so he could study while working.

Twice his health gave out, but he kept up the fight. He entered Chicago University in 1911. He earned his way by caring for furnaces, tutoring backward scholars, working in the library as usher at a theater, collecting bills, clerking in stores and conducting school dances. He had so many duties he figured out a daily schedule in which he allotted a certain number of minutes for each duty. Always, during his grinding and working, he had an ambition to excel in athletics. For seven years he had exercised and trained. He could never do better than 2 minutes 1 second in the half mile.

Seven weeks before a big meet he determined to win. No one at the college ever saw such grueling training. He was told he would kill himself. Finally the big day came, and Campbell, the fellow coaches hoped might land fourth place, ran the hearts out of the best half-milers in the middle West. He won in 1 minute 53.35 seconds, within 0.10 second of the world's record.

In the trials for the right to compete at Frisco he won the 880-yard run in 1:54.1-5, tying the A. A. U. record.

Campbell will toe the mark against the country's best at Frisco. If he wins he will complete the most remarkable career a college athlete has had.

PRAISE FOR POLICE

Anderson, S. C. August 7th, 1915. To the Anderson Intelligencer, Anderson, S. C. As a stranger in your city I wish to ask the courtesy of space in your valuable columns to extend my thanks and appreciation to the police force of Anderson for their commendable efficiency, as well as the very great consideration, and courtesy, shown me, in the recovery, in less than four hours after being notified,

of my little boy's wheel which was taken in front of the Bijou theatre yesterday afternoon. Thanking you in advance, and congratulating Anderson on the efficiency of "The Force," I am Yours very truly, U. B. Howard.

A TRUE INCIDENT.

Rev. J. W. Bishop Protests Against Publication of Parody on a Psalm. (Abbeville Medium.) A parody on the 23rd Psalm entitled the "Ford Third Psalm" was published in The Medium last week. After it was published we realized it was a mistake and was sacrilegious, and regret its publication. Rev. J. W. Bishop, of Lowndesville writes as follows in reference to it: Lowndesville, S. C., July 26, 1915. The Editor Abbeville Medium: I notice in your issue of Friday, July 23rd a parody on Psalm 23. This parody is copied from the Hartwell commended. I am very sorry you did this, and I for one protest against the sacrilegious manner, and would like everybody to know how I feel in regard to this treatment of the Scriptures, and I am confident I voice sentiment of all true Christians. Keep the Bible sacred. Respectfully, J. W. Bishop, Pastor Lowndesville Baptist Church.

The Augusta territory, with Augusta as the principal trading point, is peculiarly well placed for the development of such a "valley system" of highways, since the city is on the great Savannah River, which has made a mighty cut, greater than many Panamas, through the hills to the mountains, with tributaries of smaller rivers, creeks and branches, reaching every portion of the territory. Unquestionably this is the direction in which the future highway system of Augusta and her territory should be developed—new roads will be needed and they should be put in the valleys. A highway would follow the Savannah Valley, above highwater, on the Georgia side, away up to Tallulah and beyond. Branch roads would go up the main streams whenever they were encountered—Klookee Creek, Little River, Soap Creek, Fishing Creek, Broad River, Beaverdam Creek, etc. As tributary branches on these streams were met (if of sufficient importance) branch roads would follow these valleys, and have tributaries. The Klookee Creek road, for instance, would "drain" all the central portion of Columbia County; the Little River road would "drain" all the northern portion of Columbia, McDuffie, Taliaferro, with a good portion of Warren and Green counties, going nearly to Union Point. It would serve the southern parts of Lincoln, Wilkes and Oglethorpe. The town of Washington, Ga., would find its best road to Augusta down Little River and the Savannah River. The Broad River would serve an immense territory, penetrating Lincoln, Wilkes, Oglethorpe, Elbert, Clarke, Madison, Jackson, Banks and Franklin Counties. So on the way up the Savannah River on the Georgia side. The system on the Carolina side would be similarly noble, expansive and serviceable. Wagon roads could draw heavy loads throughout the territory. Automobiles could make time; auto trucks could handle heavy traffic; the roads would be almost on a level; the roads could be established with the least work, requiring frequently merely to be laid out, with little cutting or filling; and could be maintained at the least cost. On the South Carolina side all of Edgefield county, through the valleys of Stephens Creek, Horn's Creek, Turkey Creek, etc., much of Saluda, Greenwood, Abbeville, Anderson, Oconee and Pickens counties would be penetrated by these level roads. At present the highways, as a rule, run up and down the hills; they are located off some miles from the rivers, etc., and go up and down every declivity. This is not engineering and maintenance. The roads, when they strike hills, really go up and down in the bottom of the gullies, which continue to wash out, leaving bad roads most of the time. As respects Augusta, the river system would be to her benefit, as the level system would "flow" in this direction from all over the territory. The system is equally logical for the entire Savannah River Valley but below Augusta the development of the "valley system" would "flow" away from Augusta. It must be kept in mind that the small tributaries finally reach the tops of dividing ridges, where descent is made into other valleys. For instance, the Savannah system would connect over the ridges with the Ugechee, Oconee, etc., systems in Georgia and the Saluda, Broad, etc., systems in South Carolina. R. C. Middleton.

Speaking the Public Mind

A "Valley System" of Highways for Augusta and Her Territory—What It Would Mean.

To the Herald: Suppose there were no highways in the Augusta territory, and a board of engineers was engaged to locate a highway system for the territory—putting the roads where it was best for them to be—where would they go? It is well-known that a level road is the best; it takes eight horses to pull a one-horse load up an incline of 15 per cent; that is, having a rise of 15 feet in a hundred feet. Every incline, therefore, hurts the efficiency of the road. It is well-known, also that it is the inclines that wash the worst; level roads need very little working compared to the portions of roads on inclines. If a system of roads, therefore, is put as nearly on a level as possible not only can heavier loads be carried but the roads will stay in good condition with the minimum of labor and expense. The most economical road from every standpoint, after it is made, is the level road. The level road system, therefore, is the desired thing. If there were no highways and this board was locating a system for the territory, the board would lay out the system to go up and down the valleys—where Nature has cut an approximately level "way" through the territory—through the mighty hills. The roads would follow the valleys of the tributaries, large and small, reaching the entire country. This is the European system. Up and down the valleys run the main highways all over Europe.